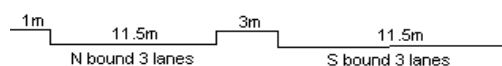
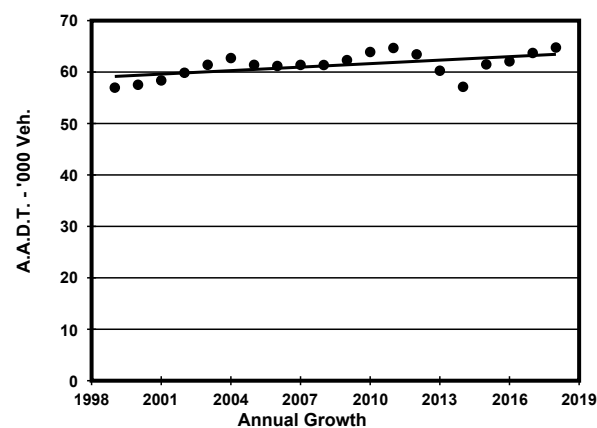
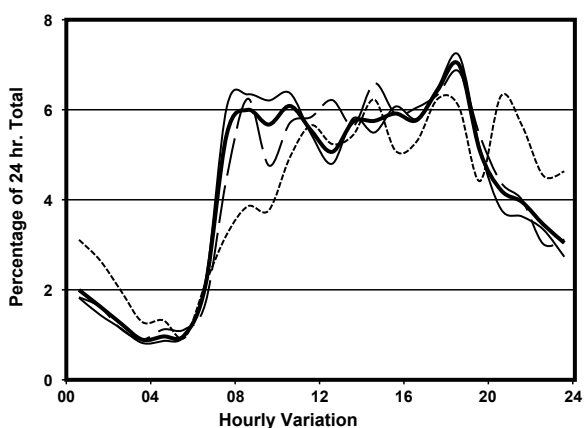
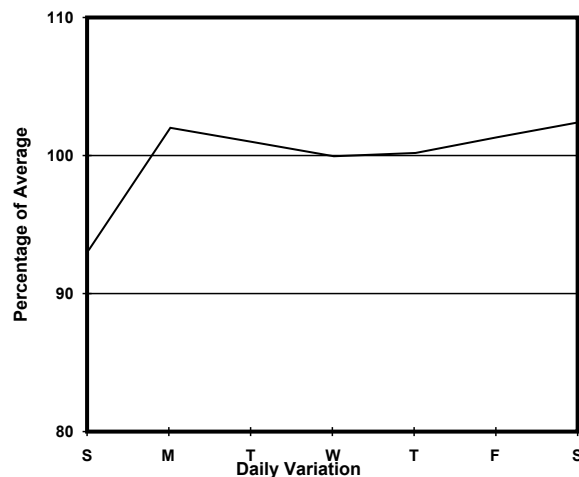
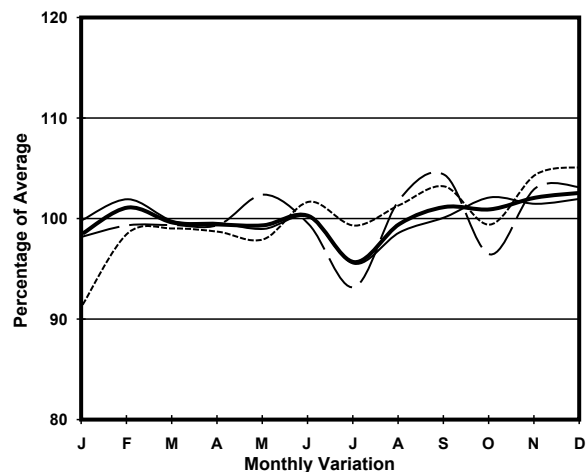


YEAR 2018
CORE STATION 5003
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

LINK FANLING HIGHWAY (from SO KWUN PO INT to WO HOP SHEK INT)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	33300	33280	33320	34240
R 12 / 24 - %	69.9	71.7	70.3	61
R 16 / 24 - %	86.4	87.3	86.2	82.3
AM Peak Hour	0800-0900	0700-0800	0800-0900	0800-0900
One-way flow at AM peak hour	1990	2210	2040	1420
T - % (AM)	-	18.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	2450	2650	1990	2360
T - % (PM)	-	9.5	-	-
Prop.of commercial vehicles - 16 hr.	-	19.7	-	-
NORTH BOUND				
A.A.D.T.	31470	32300	33340	26270
R 12 / 24 - %	70.9	72.6	70.9	61.1
R 16 / 24 - %	87.9	88.7	88.7	81.5
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	1970	2280	2120	1040
T - % (AM)	-	22.3	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1600-1700
One-way flow at PM peak hour	2090	2080	2600	1790
T - % (PM)	-	13.7	-	-
Prop.of commercial vehicles - 16 hr.	-	20.1	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.2	54.9	4.9	1.0	0.0	17.5	14.5	3.5	0.0	0.6
	Ocp	1.0	1.4	2.1	6.7	0.0	1.4	1.1	20.8	0.0	24.7
0800-0900	Pro	2.2	53.2	5.5	0.5	0.0	22.9	12.6	2.7	0.0	0.3
	Ocp	1.0	1.2	2.1	2.9	0.0	1.4	1.2	6.6	0.0	14.0
0900-1000	Pro	1.8	44.4	4.3	0.6	0.0	24.2	20.1	4.0	0.1	0.6
	Ocp	1.0	1.3	2.1	2.3	0.0	1.4	1.3	11.0	1.0	19.1
1000-1100	Pro	1.0	42.8	6.1	0.3	0.0	27.4	17.8	4.0	0.0	0.7
	Ocp	1.1	1.4	2.1	3.0	0.0	1.4	1.2	19.5	0.0	15.3
1100-1200	Pro	0.9	40.6	4.8	0.3	0.0	27.7	23.2	1.9	0.0	0.7
	Ocp	1.0	1.3	2.2	1.7	0.0	1.4	1.2	12.5	0.0	13.4
1200-1300	Pro	1.2	40.9	5.6	0.5	0.0	25.2	24.9	1.0	0.1	0.6
	Ocp	1.0	1.4	2.2	3.0	0.0	1.4	1.1	16.4	1.0	15.9
1300-1400	Pro	1.6	42.8	7.2	0.1	0.0	26.9	19.6	1.4	0.1	0.4
	Ocp	1.0	1.4	2.3	2.0	0.0	1.4	1.1	13.3	1.0	22.1
1400-1500	Pro	1.9	40.3	4.5	0.4	0.0	25.3	25.2	1.9	0.1	0.6
	Ocp	1.1	1.3	2.1	2.0	0.0	1.4	1.2	11.1	1.0	16.1
1500-1600	Pro	0.6	42.0	5.3	1.0	0.0	25.7	21.6	3.1	0.1	0.5
	Ocp	1.0	1.3	2.1	3.1	0.0	1.4	1.2	6.6	1.0	14.1
1600-1700	Pro	2.0	42.6	6.3	0.9	0.0	25.1	20.3	2.1	0.0	0.6
	Ocp	1.0	1.3	2.0	2.4	0.0	1.5	1.2	18.7	0.0	16.1
1700-1800	Pro	3.3	49.2	5.8	1.0	0.0	25.1	13.9	1.1	0.1	0.5
	Ocp	1.1	1.4	2.3	2.3	0.0	1.5	1.2	13.5	1.0	23.6
1800-1900 Peak hour	Pro	2.5	64.7	3.9	0.3	0.0	18.2	8.1	1.9	0.0	0.3
	Ocp	1.0	1.3	2.1	5.5	0.0	1.3	1.1	11.1	0.0	37.9
1900-2000	Pro	1.4	65.8	5.1	0.1	0.0	11.2	13.9	1.9	0.0	0.5
	Ocp	1.0	1.4	2.2	2.0	0.0	1.3	1.1	14.7	0.0	31.8
2000-2100	Pro	2.1	60.0	7.3	0.1	0.0	12.3	15.4	1.9	0.0	1.0
	Ocp	1.1	1.4	1.9	2.0	0.0	1.2	1.0	12.4	0.0	13.1
2100-2200	Pro	3.3	60.0	7.6	0.0	0.0	13.2	14.3	0.9	0.0	0.8
	Ocp	1.1	1.4	2.1	0.0	0.0	1.2	1.1	5.2	0.0	17.3
2200-2300	Pro	1.4	60.7	10.7	0.0	0.0	15.8	10.1	0.7	0.1	0.5
	Ocp	1.1	1.4	2.0	0.0	0.0	1.2	1.1	11.4	1.0	27.9
16 hours	Pro	1.9	50.1	5.7	0.5	0.0	21.8	17.1	2.2	0.1	0.6
	Ocp	1.0	1.3	2.1	3.3	0.0	1.4	1.2	13.2	1.0	19.3

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

***** All traffic data are collected from combined bounds except for one way traffic